

PUBLIC AND STAKEHOLDER INVOLVEMENT



STAGES I & II TRANPLAN 21 – 2002 UPDATE

**STATE OF MONTANA
DEPARTMENT OF TRANSPORTATION**

DEVELOPED BY DYE MANAGEMENT GROUP,

TranPlan 21-2002 Update

Public and Stakeholder Issue Identification

Stage I

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Executive Summary

Stage I - Public Involvement Process



A. Introduction

TranPlan 21 provides the overall direction for the Montana Department of Transportation (MDT) through a series of policy goals and actions. First established in 1995, *TranPlan 21* is an ongoing customer-driven planning process through which MDT monitors the transportation priorities of Montanans and the performance of the transportation system. This enables MDT to ensure that its statewide plan addresses customer priorities and that transportation dollars are effectively spent on the programs and projects that reflect those priorities.

The *TranPlan 21 2002 Update* was undertaken to ensure that *TranPlan 21* policy goals and actions are refined to address:

- Transportation priorities of today's Montanans.
- Actions MDT can take to support economic development.
- Implementation experience.
- Emerging issues.

B. Approach

The starting point for the *TranPlan 21 2002 Update* is to determine the extent to which the existing policy goals and actions address Montanans' transportation priorities and issues and to use that information to determine the focus of the update. Stage I of the public involvement plan was used to assess Montanans' perspectives on the current plan and to identify plan update issues. A broad-based approach was taken that included extensive public and stakeholder involvement and special emphasis was placed on involving local elected officials. The approach ensured balanced input from transportation users and providers from across the State. Mechanisms used to identify plan update issues were:

1. Public Open Houses and Stakeholder Focus Groups

Open houses and stakeholder focus groups were held in each MDT district.

2. Transportation Stakeholder Mail-in Survey

A detailed survey designed to obtain input on current *TranPlan 21* policies and identify update issues was mailed to over 6,000 individuals from the *Newsline* database. 420 surveys were completed.

3. Statewide Telephone and Stakeholder Surveys

TranPlan 21 established two ongoing surveys – a telephone survey of transportation customers and a mail-in survey of transportation stakeholders. These biennial surveys were first administered during the development of the 1995 plan and have been administered every two years since – 1997, 1999, and 2001. The telephone survey results provide statistically accurate information on Montanans' transportation issues. The sample includes over 900 randomly selected households and provides trend data over the last six years.

4. Meetings With MDT Management and District Staff

Senior MDT management provided input on what they considered plan update priorities.

5. Statewide Modal, Tourism, and Other Planning Activities

Public and stakeholder input collected through aviation, rail, and tourism planning, conducted as part of other processes, was used to provide added detail on transportation issues.

6. Tribal Involvement

Tribal government leaders and transportation planners received special invitations to attend both stakeholder meetings and open houses. In addition, MDT Planning Division staff met with tribal governments to solicit feedback on issues identified in other forums and to identify additional transportation issues of importance to the individual tribes. MDT also attended a statewide tribal planners workshop to inform tribes of the Update process and solicit input on transportation issues.

7. 2002 *TranPlan 21* Online Community

MDT provided a web site with information about the plan and related material.

8. Other Input Opportunities

MDT provided a toll-free hotline, a mailing address, and an e-mail address for Montanans to provide input on *TranPlan 21 2002 Update* issues.

C. Issue Identification Results

There was considerable consistency in the information collected through the different input mechanisms. In general, they indicated that *TranPlan 21*'s overall policy direction aligns with Montanans' priorities. The following summarizes the major findings from the issue identification process and lists the major issues identified for the plan update.

1. Montanans are Generally Satisfied with the State's Transportation System and MDT's Overall Planning Direction

The different input mechanisms consistently indicate that MDT's overall policy direction and performance address Montanans' priorities. The biennial telephone survey indicates that, with few exceptions, Montanans are satisfied with their transportation system. Surveys completed by public meeting attendees and planning newsletter recipients revealed that almost 90 percent of respondents agreed with MDT's overall policy direction: first preserve and maintain the system, then make safety improvements, then expand capacity. Survey respondents would distribute transportation resources in the same priority as MDT does currently: first preservation, then safety, then expansion.

2. *TranPlan 21* Should Focus On Economic Development

Economic development issues were raised at public meetings in each MDT district. Public meeting and mail-in survey respondents thought economic development should be a major focus of the *TranPlan 21 2002 Update*. MDT senior management wanted to address economic development and to adopt consistent departmental policies for evaluating the potential for projects to support economic development. Specific issues raised included highway expansion, developer impact fees, improvements to better accommodate tourism, and freight-related needs.

3. Roadway Safety is a Statewide Concern

Roadway safety was also mentioned at every public meeting. In particular, bicycle and pedestrian safety, motorcycle safety, and increased roadway signage were concerns. Addressing the State's aging population and its impacts on roadway safety was also frequently mentioned in public meeting and mail-in surveys.

4. MDT Should Continue to Improve Communication with Customers

Biennial telephone survey respondents expressed a desire for better communication from MDT.

5. The State's Rest Areas Need Improvement

Rest area level of service was identified at every public meeting as an issue that needs to be addressed in the *TranPlan 21 2002 Update*. Biennial telephone survey respondents listed rest areas as one of the few transportation system components with which they were dissatisfied. The 2003-2007 Tourism and Recreation Industry Strategic Plan public meetings echoed those concerns.

6. Trends in the State's Agricultural Industry Have Impacted Roadway System Performance and will Affect the State's Rail System

Public meeting participants noted that consolidation in the State's agricultural industry has led to increased truck traffic, and consequent wear, on the State's roadways. The *2000 Montana Rail Plan* noted that grain dealers and railroads have been building 110-car loading facilities in order to reduce their costs. There is continued public and stakeholder concern over freight rail service and rates. There is further concern that some rail branch lines will be abandoned.

7. Montanans Are Concerned About Future Funding For Transportation Improvements

The State's ability to meet matching requirement to obtain future federal funding was an issue raised at several public meetings. MDT management also expressed concern with MDT's ability to fund the State portion of federally funded projects.

8. Montanans Want Additional Passenger Rail Service

Public meeting participants also voiced their support for passenger rail, especially through the southern part of the state. Biennial telephone survey respondents concurred. The *2000 Montana Rail Plan* noted such public support for expansion of passenger rail service, but also noted that railway expansion is unlikely in the current environment.

9. Context Sensitive Design is an Important Issue in Some Regions and Needs to be Consistently Employed

Public meeting participants in Missoula and Great Falls stated that transportation design should be better integrated with communities.

10. MDT Should Continue to Coordinate with Neighboring States and Provinces

According to the *Vision 2005 Task Force* on Agriculture, highway transportation regulations among Montana's neighboring states and provinces are inconsistent. Negotiating among states and provinces to standardize regulations should improve the hauling of Montana products. MDT District Administrators also expressed a desire to coordinate planning with neighboring states and provinces.

I. Stage I Introduction



This document contains the results of the issue identification analysis undertaken in Stage I of the public involvement process during the update to *TranPlan 21*, Montana's long range, multimodal transportation plan. *TranPlan 21* provides policy goals and actions that guide the Montana Department of Transportation (MDT) in managing and developing the State's transportation system. The *TranPlan 21 2002 Update* was undertaken to ensure that *TranPlan 21* policy goals and actions are refined to address Montana's changing transportation priorities.

This introduction summarizes the purpose of the issue identification process and the approach that was taken to ensure broad-based input.

A. Purpose

TranPlan 21 was developed in 1995 with broad public involvement in issue identification. In order to ensure that *TranPlan 21* remained a customer-driven transportation plan, an inclusive process was developed for the plan update to collect the priorities and concerns of transportation users throughout the State. The process cost-effectively maximized input from the public, local elected officials, tribal government, transportation stakeholders, and MDT management. Issues identified in the course of this process shaped and informed the *TranPlan 21 2002 Update*.

The issue identification process validated the policy direction of the 1995 plan. For instance, survey results indicated that Montanans agree with the order in which *TranPlan 21* sets roadway priorities: system preservation, safety, then capacity expansion. The process also indicated issues that need additional focus in the plan update. For example, context sensitive design and local control over project planning and delivery (local certification) are important to Montana cities. Safety was a statewide concern, which led to the decision to create a new policy paper on safety for the *TranPlan 21 2002 Update*.

B. Approach

In order to obtain balanced input, MDT provided a variety of opportunities for Montanans to identify issues for the *TranPlan 21 2002 Update*. Different methods were chosen to account for statewide issues, regional issues, internal MDT issues, and mode-specific issues. Special efforts were taken to encourage public participation in the *TranPlan 21 2002 Update*, including radio, Internet, and newspaper advertising, and special invitations mailed to stakeholder groups. The *TranPlan 21 Public Involvement Plan* is included in Appendix A of this document. The following are some specific methods that were used.

- Open houses and stakeholder focus groups.
- Mail-in surveys.

- Biennial surveys.
- Interviews with senior MDT management and District Administrators and staff.
- Other planning resources.
- A toll-free hotline, e-mail address, and mailing address for *TranPlan 21 2002 Update* comments.

Exhibit I-1 illustrates the range of input mechanisms and demonstrates that this document provides an accurate and balanced description of the issues to be evaluated in the *TranPlan 21* update in order to address what is most important to Montanans.

Exhibit I-1: Purpose of Multiple Input Mechanisms

Mechanism	Purpose
Open Houses	Identified both regional transportation priorities and statewide priorities.
Stakeholder Focus Groups	Identified issues from those Montanans most invested in transportation decisions.
Public Meeting Surveys	Identified issues from those public meeting attendees who wanted to participate but were unwilling or unable to speak in front of an audience. Collected public meeting attendees' opinions on current MDT goals.
Transportation Stakeholder Mail-in Survey	Identified issues from a wider audience of transportation stakeholders than those who attended public meetings. Collected opinions on current MDT goals.
Statewide Telephone and Stakeholder Surveys	Identified issues from a broader perspective of transportation customers. Provided trends in perspectives over the last six years.
Meetings with MDT Managers	Identified internal MDT and statewide concerns.
Meetings with MDT District Staff	Identified regional issues and priorities.
Tribal Government Involvement	Identified any issues that specifically affect individual tribes within the state.
Statewide Modal, Tourism, And Other Planning Activities	Identified transportation issues in many recently completed and ongoing statewide planning resources.
Toll-Free Hotline, E-mail Address, and Mailing Address	Identified <i>TranPlan 21 2002 Update</i> issues from those who were unable to attend a public meeting and were not surveyed.

1. Open Houses and Stakeholder Focus Groups

Open houses were held in each MDT district. Meetings took place in Billings, Butte, Great Falls, Miles City, and Missoula. Open houses were held between 5:30 p.m. and 7:30 p.m. to allow for late afternoon and evening attendance. The public most interested in participating was targeted through existing MDT communication channels, including the MDT Web site, newspapers and radio press releases, public information on community radio, and postcards mailed to the over 6,000 recipients of MDT's Planning Division newsletter, *Newsline*.

Stakeholder focus groups were held in the afternoon and in the same community where the open houses were conducted. Prospective participants from stakeholder and partner organizations were invited, including local elected officials, MPOs, community groups, and local chambers of commerce. Stakeholders were called and reminded of the event the day before the meeting.

The public meetings consisted of a brief presentation, supplemented with visual aids, that introduced the plan update process. After the presentation, presenters asked participants a series of questions to solicit input. Participants were also asked to complete a survey to help identify important issues. Distributing the surveys at the close of the public meeting helped ensure that those who wanted to participate but were unwilling or unable to speak in front of the group could still have their opinion heard. Appendix B contains a copy of the survey questionnaire.

2. Stakeholder Mail-In Survey

A special edition of MDT's Planning Division newsletter was developed, focusing on the *TranPlan 21 2002 Update*. The special edition introduced the plan update process, summarized the public involvement process, and listed several public participation opportunities. It also included a mail-in survey to solicit feedback on the goals and objectives of the 1995 plan and to identify additional issues for the plan update. The surveys were used to reach a larger audience than the public meetings and to reach those who were unable to attend a public meeting. Over 400 Montanans responded to the survey, which included both multiple choice and open-ended questions. Appendix B contains a copy of the survey questionnaire.

3. Statewide Telephone and Stakeholder Surveys

One of the products of the original *TranPlan 21* was the development of ongoing public involvement. This is accomplished with the biennial telephone and stakeholder surveys. These surveys were first completed for the 1995 plan and have been conducted biennially since then – in 1997, 1999, and 2001. The biennial survey results have been incorporated into this document because they represent a broader prospective of transportation customers (over 900 randomly selected households statewide for the telephone survey) than the public meetings. In addition, since the same surveys have been administered four times, they were used to illustrate trends in

public perception over time, which the one-time mail-in surveys and public meetings cannot show.

4. Interviews with MDT Management and District Administrators

Senior MDT management and all five MDT District Administrators and various staff were interviewed in order to collect departmental concerns, as well as regional issues and priorities. Because District Administrators were not involved in the 1995 *TranPlan 21* their inclusion for the update was especially important.

5. Statewide Modal, Tourism, and Other Planning Activities

Ongoing planning, such as aviation, rail, and tourism planning, routinely identifies issues that relate to statewide transportation. Many of these statewide plans were reviewed in order to compile issues for the *TranPlan 21* update.

6. Tribal Involvement

Tribal government members were invited to attend both stakeholder meetings and open houses in their respective MDT districts. Letters of invitation were sent out to tribal leaders and transportation planners from each tribe. In addition, MDT Planning Division staff met with two tribal governments to present the issues identified throughout the state and attended a statewide tribal planners workshop. Members of the tribal governments were asked to comment on the issues and identify any additional issues important to the individual tribes.

7. Other Input Opportunities

MDT provided a toll-free hotline, a mailing address, and an e-mail address for those who missed or were unable to attend the public meetings, but were interested in commenting on the *TranPlan 21 2002 Update*. External and internal web sites were also developed. The internal web site included a quarterly staff bulletin on the update process. The external web site provided a status report, links to the email address, *TranPlan 21 Annual Report*, current *Newsline*, and up-to-date information on the *TranPlan 21 2002 Update* process. Issues identified through correspondence have been collected in Appendix C of this document.

This document is organized into the following sections:

- Section I. Introduction, Purpose, and Approach.** This section summarizes the purpose of the issue identification process for *TranPlan 21* and the approach that was taken to ensure balanced input.
- Section II. Open Houses, Focus Groups, and District Meetings.** This section summarizes the issues raised at the open houses and stakeholder focus groups held in each MDT district and presents the results of surveys administered at the meetings. This section also includes issues raised by each of the five MDT District Administrators and their staff.
- Section III. Stakeholder Mail-In Survey.** This section summarizes the input received from surveys mailed to MDT.
- Section IV. Statewide Telephone and Stakeholder Surveys.** This section summarizes issues identified through MDT's biannual telephone and stakeholder surveys.
- Section V. MDT Management.** This section identifies issues raised by several senior MDT managers.
- Section VI. Statewide Modal, Tourism, and Other Planning Activities.** This section summarizes issues from the *2000 Montana State Rail Plan Update*, *Perceptions of Highway Maintenance in Montana in 2000: the Results of a Telephone Survey*, the Montana Aviation System Plan, *Vision 2005 Task Force on Agriculture Final Report*, the *Montana Rest Area Plan*, and the 2003-2007 Tourism and Recreation Industry Strategic Plan.
- Appendix A. Survey Questionnaire.** This appendix contains the survey questionnaire that was mailed to more than 6,000 Montanans and distributed to all public meeting attendees.
- Appendix B. Survey Results.** This appendix summarizes the results of the survey questions gauging support for current *TranPlan 21* goals and actions.
- Appendix C. Other Input Opportunities.** This appendix includes additional input received through telephone calls, letters, and e-mail.

II. Open Houses, Focus Groups, and District Meetings



A. Introduction

A series of open houses and stakeholder focus groups were held around the State (one in each MDT district) in November and December 2001. The number of open houses and focus groups was constrained by MDT's desire to be cost-effective in the use of planning resources. In addition, meetings were held with each of the five MDT District Administrators and their staff. The open houses, stakeholder focus groups, and District Administrator meetings helped to identify both regional transportation priorities that were identified in one or two locations and statewide priorities that were identified in each location.

This section summarizes the approach and the issues raised at each public meeting. The issues from the stakeholder meetings have been combined with those from the open houses and the District staff meetings, as there were many common themes. At the end of this section are the results from the surveys administered at the public meetings.

B. Approach

The format for each venue is discussed below.

1. Open Houses

Open houses were held in Great Falls, Missoula, Butte, Billings, and Miles City. Meeting times were between 5:30 p.m. and 7:30 p.m. to allow for late afternoon and evening attendance. The public most interested in participating was targeted through MDT's *TranPlan 21* website, newspaper and radio advertisements, and a special MDT newsletter sent to over 6,000 Montanans. The open houses consisted of a brief presentation with visual aids that introduced the *TranPlan 21 2002 Update* process. The audience then supplied comments and questions. Open house attendees were also asked to fill out a survey on *TranPlan 21*'s current goals and actions before leaving the meeting.

2. Stakeholder Focus Groups

Stakeholder focus groups were held in the same five locations from 2:30 p.m. to 4:30 p.m. Stakeholders received a special invitation to attend the meetings and a follow-up telephone call the day before the meetings took place. Invited stakeholders included city and county elected officials, planners and public works staff, commissioners,

business owners, tribal government representatives, interest groups, transportation providers, and developers. Stakeholder focus groups, like the open houses, featured a brief presentation followed by comments and questions from the audience. Stakeholders were also asked to complete surveys on MDT's current transportation goals and actions before they left the meeting.

3. District Meetings

Meetings were arranged in each location with the local MDT District Administrator. The meetings generally took place in the morning on the same day as the open houses and stakeholder focus groups. District Administrators and their staff were asked to identify transportation issues and priorities for the residents of their regions, in addition to any internal departmental issues that should be addressed in the *TranPlan 21 Update*. Meetings lasted between one and two hours.

C. Issues Identified

Major issues identified through the public and district meetings included:

- **Support for MDT's overall planning direction**

According to surveys completed at public meetings, 87 percent of meeting participants agreed with MDT's overall policy direction: preserve and maintain the system, then make safety improvements, then expand capacity. In designating their preferred distribution of resources, public meeting participants reaffirmed their support for MDT's current policy direction, ranking preservation and safety ahead of expansion. Preserving and maintaining the current infrastructure, along with enhancing safety, were by far the top transportation priorities of public meeting participants.

- **Roadway system performance and funding**

Participants noted that consolidation in the agricultural industry has led to increased truck traffic, and consequent wear, on the State's roadways. Several people also expressed concern over future funding for roadways, especially the State's ability to meet its matching fund obligations in order to receive federal funding.

- **Economic development**

Economic development issues, including highway expansion and developer fees, were raised in each district. Participants were also interested in improvements to better accommodate tourism, especially for the upcoming Lewis and Clark Bicentennial.

- **Safety**

Safety was another statewide concern. In particular, bicycle and pedestrian safety, motorcycle safety, and increased signage were concerns. Addressing the State's aging population and its impacts on roadway safety was also mentioned.

Rest area level of service – including hours of operation, seasonal closures, cleanliness, and locations – was frequently identified as an issue that needed improvement. The issue was mentioned as both a roadway performance issue and a safety issue, as tired drivers drive farther for breaks and truckers use on/off ramps for overnight parking.

Participants wanted better rail transportation in the State. Public meeting attendees expressed a desire to encourage freight haulers to use rail rather than heavy trucks to ship within the state. Participants also voiced their support for passenger rail – especially through southern Montana.

Local certification was raised in each of the districts. Interest varied from allowing each MDT district to plan and manage projects to allowing local engineers to control the process.

Context sensitive design was a regional concern. Participants in Missoula and Great Falls, in particular, noted that transportation design should be better integrated with communities.

D. Great Falls

1. Public Meetings

Stakeholder Meeting	November 26, 2001	2:30 p.m. – 4:30 p.m.	22 in attendance
Open House	November 26, 2001	5:30 p.m. – 7:30 p.m.	8 in attendance

2. District Staff Meeting

November 26, 2001

3. Issues Raised

The following summarizes the opinions and input provided by meeting participants.

- **Roadway system performance and funding**

Reaching a balance between complex urban and rural needs is an issue, as well as balancing funding for both expansion and preservation. Often rural demands are

much less costly (for example, oiling a gravel road) than urban demands (for example, building an overpass or interstate access). Each are equally important to the user.

MDT should increase funding for maintenance and system upgrades in urban areas.

With interest rates where they are, Montana should be issuing bonds to finance projects. The State could issue grant anticipation bonds, committing federal dollars to repay the debt.

There is a trend toward constructing new, larger grain terminals. This impacts long distance travel by heavier trucks using farm-to-market roads and major highways.

Building a four-lane corridor between Great Falls and Billings was raised by participants.

Contractors should be held responsible for meeting deadlines. Other states do not always accept the lowest bid; they accept the most acceptable bid.

Gas taxes were supposedly raised for improvement to roads. Now concern has expanded to include bikes and rail. There should be more attention paid to preserving the existing infrastructure.

- **Economic development**

Economic development should not be an “overbearing” issue. Transportation is a public service, not just an economic issue.

Urban and rural needs are different.

Sustainability is an issue – should be looking at “leveling off.” The State cannot continue to build bigger, wider roads and drive more and more miles.

Plan should promote easier access to and from smaller communities (not just limited to one interchange).

Signage should be meaningful – more signage is needed to indicate speed zones.

MDT should give short-term consideration to accommodate visitors and residents during Lewis and Clark bicentennial. Increased signage may be needed, for example.

Intermodal development needs to be enhanced in order to promote economic development.

Conrad industrial parks are full; there is no room for expansion. They could open another section of town if access were provided.

- **Safety**

An interchange that would divert traffic through Conrad is needed. Railroad traffic can prevent emergency vehicles from being able to move from one side of town to the other.

In some areas, particularly mountainous regions, there is a need for no-passing signage in addition to solid lines being painted on the roadways. More passing lanes in mountainous regions would improve safety.

As baby boomers reach the 60+ age group, their transportation needs are going to be increasingly important. Wider road markings and striping and improved signage may be required.

Motorcycle safety needs to be more of an issue in the plan update. Motorcycle sales and membership in motorcycle safety groups have increased during the last three years.

More bike paths are needed to improve safety for both the rider and other motorists (especially RVs) travelling along no-passing zones.

Responsibility for safety should be moved to the Department of Justice.

- **Rest areas**

Dump stations are not provided in most MDT rest areas. RV owners are forced to find commercial dump facilities.

- **Decentralization**

There is a desire for more local control over projects, including planning and project delivery. Implementing local authority to design and administer projects will save time and money, while lessening conflicts.

Administrative functions can be moved to MDT Districts and local agencies.

Concern was expressed that the local certification process is taking too long – there is strong support for the idea, however.

- **Context sensitive design**

There is a need to include landscaping and bike/pedestrian as issues which are integral to the overall plan, not just as “add-on features.”

Land should not be condemned “after the fact” for landscaping and bike/pedestrian facilities. These should be included in the “up-front stage” of planning.

Roadways are components of communities, not just a strip of pavement to drive upon.

- **Bicycles and pedestrians**

Most roadway designs provide wide, expansive areas almost impassable to pedestrians.

Bicycle and pedestrian issues are more urban in nature. They should be resolved by local governments. If Montana becomes a more urbanized state, then it should be addressed at the state level.

Local sidewalks extensions are needed in urban areas.

Tourism enhancements should include bike facilities. For example, Fairfield-Dupuyer is at the edge of grizzly bear and wolf habitat. This area could be developed to attract bike traffic interested in seeing wildlife. The trails could be used in the winter for snowmobiling.

- **Freight movement**

The railroad does not provide communities with accurate information regarding the frequency of railroad traffic, the presence of dangerous goods, and the length of time traffic is blocked by trains passing through communities. These impacts of freight through adjacent communities need to be addressed.

Larger and larger trucks are coming off ranches and farms onto state roads with the increased size and consolidation of grain elevators. There is the need to consider how to reduce wear and tear on roads through increased use of weight restrictions.

Passing lanes and wider shoulders should be increased to improve the safety of freight truck traffic.

There are no license restrictions and no training required for commercial trucks used by ranchers.

At the border crossing into Canada, MDT needs to pay more attention to what comes into the State. Major delays need to be addressed.

- **Environment**

The conflict between environment and construction is expensive. Both sides should be cooperating. Projects should not be stalled by environmental concerns;

MDT should move on to do-able sections to spend dollars and time more efficiently.

“Do-ability” is important when deciding which projects are priorities. Stakeholder meetings are a good start. They help avoid obvious conflicts. Technical Advisory Committee (TAC) and Policy Coordinating Committee (PCC) meetings are also good forums.

- **Land use/corridor preservation**

There should be more long range planning for future corridors, including right-of-way considerations. Land should be bought early and preserved for future construction.

Access management and land use planning should precede development. After development, managing access is too expensive.

Land use planning should involve both State roads and communities. This is done best in other states through the use of land use planning laws (which Montana does not have).

Rural areas do not have the power to require developers to contribute to improvements that accommodate new traffic demands. These areas are often trying to entice businesses, not turn them away.

MDT should protect against encroaching development on corridors. The south arterial is open now, but property developed with housing will be expensive to buy later.

- **Community Transportation Enhancement Program (CTEP)**

MDT should examine how CTEP is administered to ensure maximum effectiveness of investment.

- **Technology**

In the next 10 to 15 years, MDT should incorporate technology into the system. The current motor carrier scales are obsolete and should be replaced. Road maintenance technology is moving toward melting, rather than plowing, snow.

E. Missoula

1. Public Meetings

Stakeholder Meeting	November 27, 2001	2:30 p.m. – 4:30 p.m.	16 in attendance
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Open
House

November 27, 2001

5:30 p.m. – 7:30 p.m.

8 in attendance

2. District Staff Meeting

November 27, 2001

Missoula

3. Issues Raised

- **Economic development**

MDT needs to respond to the individual economic needs of the communities within a reasonable time frame.

There needs to be a discussion about what Montana really wants to achieve concerning economic development. A number of people in western Montana want to protect it from further economic development.

Economic growth in urban areas is different from economic growth in rural areas – infrastructure alone does not guarantee economic development.

There is a need to provide adequate transportation throughout the State for current needs, not just building for the future. The overall economic health of the State fits within a larger picture, which includes commerce, rail, air, freight, and highways. Highway corridors are also used by utility and fiber optic providers. Cell towers are located along the highway system due to ease of access.

MDT needs to educate the public on the role freight transportation plays in the health of State commerce.

Tourism is critical to western Montana. The traffic volume along Highway 2 (Kalispell to Glacier) nearly doubles during the summer tourist season. Big Fork and Whitefish are also tourist destinations.

- **Safety**

The population is aging and therefore more specialized transportation services for the elderly are required (access to medical appointments, for example). Signage and striping is important for the elderly, as well as islands for crossing wide streets.

Emergency response preparedness for hazardous materials shipments needs to be improved. There should also be more public information regarding hazardous material shipment and more public involvement in decisions regarding routing of hazardous materials.

Motorcycle safety is an issue at the federal level but is not currently an issue at the state level. Engineers do not look at technology to support multiple modes. For example, motorcycles do not always get protected left turns because of a lack of metal on motorcycles to trigger the sensing device.

The plan cannot be totally effective if it is limited to being only an infrastructure plan – it should also address the behavioral aspects of transportation (i.e., safety, law enforcement, and education).

There is a need to increase traffic calming in urban areas.

Drunk driving penalties should be stiffened.

- **Rail transportation**

State leadership on light rail passenger transportation development is required.

There is a need to preserve the Missoula to Hamilton line and to find a way to make light rail financially feasible.

Explore ways to shift freight from the highways to rail.

- **Decentralization**

There is interest in achieving a higher level of local control over projects to streamline the project delivery process. Money could be saved through the use of private/public partnerships.

Urban areas such as Missoula and Kalispell have engineers on staff or engineers who are available to local staff that could meet the federal specifications required for use of federal funds. They claim that they can deliver projects faster and more efficiently than MDT. Cities should be allowed to “determine their own destiny.”

Other states, such as Washington State, allow local jurisdictions more control over projects. Local certification would lend more control over pedestrian and bike facilities as well as safe and available access, all of which are urban issues.

Planning could be decentralized to the district level.

- **Land use/corridor preservation**

Condemnation is more of an issue for western Montana due to the higher cost of land. Eminent domain laws need to be changed. The State needs to buy now from willing sellers to avoid the cost of purchasing property at a higher cost later. Although State law does allow MDT to purchase access rights, Montana does not always utilize this authority due to political concerns.

- **Context sensitive design**

Urban design is important to the district. For example, the streetscape in Kalispell and bridge aesthetics in Missoula are important issues.

The plan should increase the emphasis on and application of context sensitive design in urban areas. Arterials that work in urban settings are different than those used for rural systems (pedestrian crossings and speed), for example.

Reduce large above-ground commercial parking lots.

Reduce building setbacks from urban roads to encourage pedestrian activity in cities.

- **Technology**

Electronic commuting is an alternative to moving people.

MDT should be able to use technology to reduce the strain on the highways. Innovative road designs can reduce the environmental impact of roads, including less pavement, reduction of pollution through less stop-and-go, and safely integrate wildlife crossings.

MDT should evaluate results from other states that accept a lower level of service.

Transportation Demand Management (TDM) should be included in the 2002 TranPlan Update – measurable goals need to be clarified for TDM. There needs to be leadership at the state level regarding this issue. Metropolitan Planning Organizations (MPO's) do not have the expertise to be able to set their own targets.

MDT should consider the use of “roundabouts” to enhance safety.

- **Bicycle and pedestrian facilities**

With the increase in bicycle/pedestrian needs, it is not reasonable to expect one person to do an adequate job statewide. More staff should be devoted to the issue. There also needs to be more media educating both motorists and bikes/pedestrians regarding safety.

Leadership is needed to address bicycle/pedestrian issues in both urban and rural areas. Florida, for example, has taken a leadership position in planning and evaluating bike and pedestrian facilities in that State.

Low bicycle/pedestrian use numbers may reflect the users' perception of safety relating to a specific facility.

Effective enforcement of traffic laws is an issue that may require legislative action. There is a failure to enforce laws which, in turn, discourages use of existing facilities (for example, the failure of motorists to yield to pedestrians at crossings discourages use of the crossing).

Plan pedestrian walkways to include space for snow removal. When roads are plowed, snow covers the pedestrian walkways and crossings, which forces people to walk in the street.

MDT needs to strengthen the content of the Department of Motor Vehicles (DMV) manual that relates to bicycles and pedestrians – there needs to be more questions on the DMV exam relating to bikes and pedestrians.

There is a need to encourage pedestrian routes as well as bike routes – pedestrian routes are not always the same as bicycle routes. The biggest issue relating to sidewalks should be making pedestrian crossings usable.

Multi-use bike paths have proven successful in the Bitterroot valley area. Overall, MDT needs to provide a better balance between moving traffic and moving pedestrians and bicycles in congested areas.

Do not limit bicycle and pedestrian routes to the most important ones. Develop a “network” of bicycle and pedestrian routes.

- **Environment**

In western Montana, community and environmental impacts are of concern. MDT needs to balance environmental concerns and the needs of the entire highway transportation system. *TranPlan 21* should address this balance.

Adding more animal crossings to the highway system is an important issue for some district residents. The allocation of “community mitigation dollars” – used for beautification, signage and enhancements – is another area of concern.

The growth of vehicle miles traveled is a pressing issue – in western Montana air quality is an issue. The availability of nonmotorized transportation alternatives should be increased.

Wildlife issues are another concern. More wildlife crossings were requested to reduce collisions while protecting wildlife.

There should be more emphasis on the environmental impact of roadways and mitigating all impacts. The effects of highways on streams and rivers is particularly important.

More attention needed to be given to hazardous waste shipments by rail. The public is not well informed about either the routes or the volume of hazardous waste passing through their communities.

- **Public transportation**

Emphasize interconnection of rural communities with public transportation. Connect the urban systems as well.

Provide more shelters for transit riders.

Increase schedule headways.

- **Increasing the number of women in transportation**

Technical assistance should be provided to help women start up more highway construction/safety businesses. Training should also be provided to increase the number of women in the highway construction, engineering, and maintenance professions.

F. Butte

1. Public Meetings

Stakeholder Meeting	December 3, 2001	2:30 p.m. – 4:30 p.m.	11 in attendance
Open House	December 3, 2001	5:30 p.m. – 7:30 p.m.	3 in attendance

2. District Staff Meeting

December 3, 2001

Butte

3. Issues Raised

- **Roadway system performance and funding**

There are limited funds to care for gravel roads. I-105 set severe limits on taxation. Some gravel roads get more than 1,000 vehicles per day. Why repair paved roads that get less than 50 vehicles per day when there are these gravel roads in such need?

More money is needed for the urban system. Projects get planned, but it may take years and years for the funding to come through.

New State roads. The State recently took over some locally owned roads (e.g. Mill Creek). While that was good because the locals could not maintain the roads, the State needs to find a way to program improvements on those historically neglected roads.

Funding for highways in high growth areas is inadequate. Developers should be required to pay their fair share for capacity expansion.

- **Economic development**

Transportation is the backbone of the economy in Montana. In order to improve the economy, the State's roads must be improved.

The district has uneven growth. While Butte is not growing, Bozeman is growing rapidly. Within 20 years, Bozeman is expected to be the largest city in Montana, at over 120,000 people. This disparity means that issues vary across the district; Bozeman has much different transportation issues than Butte has.

The construction of a tram to carry visitors up to Our Lady of the Rockies is expected to increase tourism. Currently, the visit requires a lengthy bus trip, and passengers are severely limited. In the winter, there are no bus trips. Although the tram once was stalled by the lack of an interchange, tram backers have decided that they can build the tram without an interchange.

Union Pacific is critical to Butte and Dillon. The freight rail in Butte currently brings in 200 new automobiles a day. A slide about 80 miles outside of Butte threatens to take out the rail, however. If that happens, it would cripple Butte and probably Dillon.

Connect the plan with Montana's tourism – Travel Montana. The Tourism Department is currently updating its five-year plan. They received lots of feedback at their last public meeting in this district. TranPlan should link to that – the two plans and priorities should line up. At Tourism's meetings, the biggest issues were transportation. The single biggest issue was passenger rail. Rest areas and greeting centers were also on the list.

Support for scenic byways.

Lewis and Clark Bicentennial. Without rest areas and other facilities to handle the increased tourism, the State will suffer.

- **Rest areas**

Rest areas are a safety issue for trucks. Trucking has increased since September 11 because packages heavier than 2 lbs. cannot be shipped by air. However, if truckers aren't able to pull off the highway and rest, then there is a safety problem.

Rest areas should be open in the winter. Nationally, rest areas are located an average of 70 miles apart. In Montana, the distance between rest areas is much greater.

Montana needs to build more and upgrade existing rest areas.

Placing traveler information at rest areas – including maps, local attractions, and business information will help draw travelers off the highway. Rest area construction or renovation should be planned in concert with local community goals and objectives.

- **Rail transportation**

Some stakeholders thought passenger rail service should be the number one issue. It was stated that Amtrak is looking at a Butte to Deer Lodge spur in southern Montana; however, a route through Helena is more likely.

Once rail lines are abandoned, they slowly deteriorate until they are not repairable. The State should intervene to prevent that from happening. The State's highways cannot handle the increased truck traffic.

Increase the use of rail to move goods.

- **Public transportation**

Montana cities need bus service.

Public transportation ridership must be increased.

- **Air service**

Lack of air service hinders economic development. Only small planes can land in Butte. Butte has Horizon and Delta, but many people go to Bozeman to fly Northwest.

In order to land larger planes in Butte, they would probably have to re-locate the airport.

- **Bicycle and pedestrian facilities**

Most of the bicycle use in Montana is for recreation. This is a significant amount of use, and it is important to keep these recreational trails separate from highways.

In Helena, a bicycle trail needs to be built under the interstate. Bozeman and other district communities do not have many bicycle/pedestrian issues that are not already being addressed.

- **Truck load limits and speeds**

Truck weight limits should be reduced to 50,000 lbs. The 80,000 lb. truck limits cause massive wear and tear on the State's highways – especially in hot summer weather.

Setting lower truck weight limits would help shift freight to rail.

Truck weight limits should be consistent across neighboring states.

Truck speed limits should be enforced more heavily – trucks are notorious for speeding in Montana.

- **Land use/corridor preservation**

Right-of-way should be acquired early – saved money could be used on roads rather than land.

Assistance should be provided to local governments to purchase right of way for future expansion and safety projects.

Need to adjust project delivery process – right now land is not acquired until design work is nearly complete.

Increased use of setbacks to limit development next to highways should be considered. Landowners may see it as a taking; therefore it would be necessary to plan for mitigation.

Use of developer impact fees should be universal throughout the State.

G. Billings

1. Public Meetings

Stakeholder Meeting	December 5, 2001	2:30 p.m. – 4:30 p.m.	23 in attendance
Open House	December 5, 2001	5:30 p.m. – 7:30 p.m.	7 in attendance

2. District Staff Meeting

December 5, 2001

Billings

3. Issues Raised

- **Roadway system performance and funding**

State matching funds – while Montana does get a generous federal transfer, any increase in federal dollars will necessitate increases in state and local matching funds. These funds are already strained, with limited opportunity to augment them.

While the east-west corridors in the State are very good, the north-south routes are generally poor, especially in the eastern part of the State.

There are severe bottlenecks south of Laurel.

Highway 59 is in much better condition in Wyoming than it is in Montana – shows differing importance of corridor between the states.

Increased truck traffic – driven by the ease, mobility, and dependability of truck shipping, has negatively impacted the interstates.

With the increase in trucking caused by larger grain elevators, secondary roads will deteriorate rapidly – many were designed in the 1940s to serve a different need. Now their curves are too tight; their lanes are too narrow, and there are no shoulders in places. They should be designed to 21st century standards. Simply lowering speed limits on those roads is not a solution.

Need to evaluate MDT project management performance. How well is the Department doing managing projects? What are we getting for our money?

Innovative financing – other states have infrastructure banks, why not Montana?

- **Economic development**

Four-lane study results should be incorporated into *TranPlan 21*.

Poor infrastructure limits the potential for regional economic growth.

The Lewis and Clark Bicentennial may bring in 6-8 million more visitors to Montana between 2003 and 2006 – the transportation system must be ready.

Camino Real corridor requires more multi-state attention – like CANAMEX.

Access management is important to attracting industries that pay at least living wages.

Stillwater County has a mining company that has historically bused its workers to the job site. This private subsidy will end soon – replacing 20 buses with

nearly 2,000 cars. This will increase wear and tear on the roads. It will also hurt the bus contractor, who invested in 15 – 20 buses to handle that contract.

The Great Falls to Billings roadway expansion to four lanes is important to the local community.

- **Safety**

Highway speeds need to be reduced – with the correction of many curves, people are speeding through the State so quickly they don't have time to appreciate the views.

Trains are now often 125 cars long. In Billings alone, they block four busy streets downtown with at-grade crossings. This is a safety issue, as emergency personnel cannot get through and people try to run the lights to avoid having to sit through the crossing.

For safety and economic reasons, two-lane roads at urban/rural boundaries need to be considered for expansion.

Motorcycle safety – some things that are a minor inconvenience for motorists are deadly to motorcyclists. MDT should put more thought into signage to help out motorcyclists.

Driving While Intoxicated (DWI) and Driving Under the Influence (DUI) should be addressed in the plan. Jails are full of Montanans who have been convicted of a 4th DWI, which is a felony.

Montana should have more truck passing lanes.

- **Rest areas**

Rest areas are the number one safety issue for truckers.

There are too few rest areas, and too few parking spots for trucks at the existing rest areas.

Trucks are forced to park on exit ramps, a dangerous spot.

- **Rail transportation**

A local group is looking for money for a feasibility study to bring Amtrak through Billings on the Denver to Spokane route. Bringing Amtrak through the City could significantly reduce automobile traffic.

Conflicts need to be resolved between rail lines and roadway traffic – especially in downtown Billings.

Increasing rail construction does not seem economically feasible.

- **Air service**

Air service is crucial to the future of Billings.

Essential Air Service (EAS) is important, but there are other important aviation issues in the state.

Billings is a hub for Big Sky airlines, which is having difficulties post-September 11 – the State should do all it can to retain Big Sky.

- **Public transportation in rural areas**

Laurel could use public transportation, perhaps modeled on the private-subsidized Stillwater Mine Company.

Small towns need public transportation, especially for senior citizens.

- **Public input/education**

Even though people are given many opportunities for public input into transportation planning, many people do not speak up until construction activity begins.

The public needs to be educated about transportation planning which is a complex and often confusing topic.

MDT's construction website should highlight important information for motorcyclists. For example, roadway hazards such as loose gravel, milled highway surfaces, and oiled surfaces should be pointed out.

- **Environment**

Some residents object to the use of chemical deicers.

H. Miles City

1. Public Meetings

Stakeholder Meeting	December 6, 2001	2:30 p.m. – 4:30 p.m.	12 in attendance
Open House	December 6, 2001	5:30 p.m. – 7:30 p.m.	4 in attendance

2. District Staff Meeting

December 6, 2001 Miles City

3. Issues Raised

- **Roadway system performance and funding**

The increase in federal funding has led to a paradigm shift in the district. Now the district spends less money on reconstruction and devotes more toward pavement preservation.

All of Montana should have an equal level of safety on the transportation system.

Some routes that are still gravel should be paved, which would provide better access to places such as Ekalaka and Alzada.

North and south routes should have the same number of lanes; thus providing some support for four-lane study concepts.

Some fear that populated areas draw funding away from roads in eastern Montana.

There is never enough money for maintaining the roads.

Some gravel roads are in poor shape. There are a safety problems when dust is kicked up. Farmers travel seasonally on many gravel roads in northeast Montana; therefore, they should help pay for their maintenance.

One hundred and ten-car grain loading facilities in Glendive and Wolf Point have taken traffic from Scobey and Circle. That was not anticipated, but will have major traffic and roadway condition implications.

- **Economic development**

From a maintenance standpoint, the four-lane movement is troubling. If MDT builds new four-lane roads and businesses do not relocate to the area, MDT will have more roadway to maintain and less tax base. The property taken during the right-of-way acquisition phase not only decreases the tax base, it increases the burden of the remaining taxpayers. Utility relocation costs would likely offset some of the economic development benefits. Eastern Montana is mostly constrained by low population and low traffic volumes. If those figures remain low, businesses will not relocate there.

New coal generators could require some quick roadway construction. The district has not been told where the facilities will be located. (Back in the 1970s, some facilities came so quickly the State had to use the coal tax to fund road construction.) The State should form partnerships to get participation (funding) from the developers.

A planned Fort Peck museum, a new fish hatchery, and the Moo Juice Dairy could create more transportation demand in the future. While there is funding devoted to the museum, that funding only covers buildings, not roads.

Outdoor advertising is always an issue in the district. It will be a big issue with any increase in economic development.

Lots of transportation issues are found in the Travel Montana plan – passenger rail, for instance, was the number one issue.

All the traffic is in south Montana (east-west). Travel to northern parts of the State should be promoted.

Should coordinate with other states. The Glendive district abuts three states and two provinces. It would be helpful to see the corresponding jurisdictions' plans. It is not worth improving a north-south corridor if a four-lane road turns into a cow path north of the U.S. border. Many of the State's U.S. ports of entry saw drastic declines in traffic; MDT should analyze the causes. While MDT might consider closing some ports of entry, others should probably be expanded to 24-hour operations.

- **Rest areas**

The intensity of support for rest areas ebbs and flows. Many communities have a "not-in-my-backyard" mentality. The district is looking at converting old rest areas into turnouts with pit toilets and truck parking.

With the increased use of cell phones and calling cards, pay phones have been removed from rest areas across the State, causing a safety concern.

Some rest areas are closed in the winter. This results in trucks parking along on/off ramps, which creates safety hazards.

More rest areas are needed; for example, there are more weigh stations in the State than rest areas.

- **Rail transportation**

A representative from the passenger rail group presented a resolution for decreasing freight trucking and increasing freight and passenger rail usage.

New freight rail service should be built to encourage economic development in Eastern Montana.

Rail passenger service in southern Montana should be reestablished.

The State should set goals to increase tonnage of freight hauled by rail.

Use of pipelines should also be supported.

- **Motorcycle issues**

Classes on motorcycle safety need to be increased (most are filled quickly). Sales of motorcycles increased over 20 percent in last year; growth is expected to continue in the future.

Adequate signage required for motorcyclists (grooved pavement, loose gravel, etc.)

Traffic loop detectors may not be able to recognize motorcycles in some areas of the State.

- **Air service**

Essential Air Service crucial to eastern Montana.

Montana needs to improve connectivity; routes should be increased to more cities.

Glendive just built a \$1 million airport, but they don't have air service.

- **Public input**

Ensure that the public is informed of projects. Local governments (city and county) should be on board during decision and planning session.

Allow more input when changing a county road approach.

- **Truck permitting process**

Some support for self-issuing permits (used in North Dakota) which would keep money in the county and provide more incentive to local law enforcement to stop illegal trucks.

I. Surveys

Attendees from both the open houses and the stakeholder focus groups were asked to complete a written survey before they left the meetings. The survey included both multiple-choice and open-ended questions.¹ (Appendix B contains the survey questionnaire.) The first three survey questions asked general questions about MDT's policy direction and success in addressing the State's priorities. Questions 4 through 10 gauged respondents' support for current *TranPlan 21* goals and actions.

¹ The meetings summarized above include responses to the survey's open-ended questions.

Ninety-two public meeting attendees returned surveys. Below are the results of the first section of the survey. The results for the second section of the survey are included in Appendix C.

1. Results

Exhibit II-1 illustrates survey respondents' agreement with MDT's policy direction for roadway system performance (First, preserve and maintain the existing system; second, make safety improvements; third, expand capacity in areas of growth and need.)

Exhibit II-1: Public Meeting Agreement with MDT Policy Direction

	Number	Percentage ¹
Strongly agree	21	24%
Agree	54	63%
Agree somewhat	10	12%
Disagree	1	1%
Strongly disagree	0	0%
Total	86	—

¹Percentage may not total 100 due to rounding.

Exhibit II-2 illustrates the average distribution of resources public meeting participants would devote to the three policy goals.

Exhibit II-2: Public Meeting Average Desired Distribution of Resources

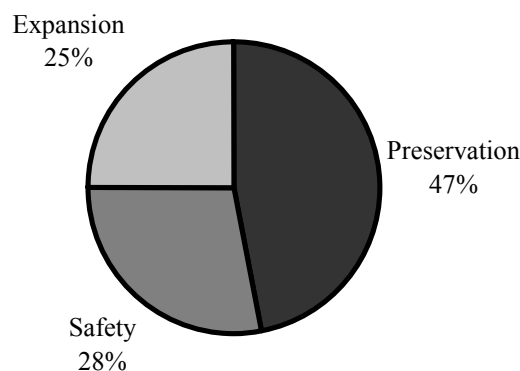


Exhibit II-3 shows how public meeting participants ranked transportation priorities according to their relative importance in Montana. The average ranking is in parenthesis.

Exhibit II-3: Ranking of Public Meeting Transportation Priorities

1. Preserving the current transportation infrastructure. (3.08)
2. Ensuring timely maintenance of highways. (3.72)
3. Improving safety for vehicular traffic. (4.06)
4. Supporting and promoting economic development. (5.24)
5. Reducing traffic congestion on Montana's roads. (6.12)
6. Improving the efficiency of freight transportation. (6.60)
7. Supporting public transit systems. (6.80)
8. Improving bicycle and pedestrian safety. (7.07)
9. Improving bus service between Montana's cities. (7.78)
10. Preserving essential air service subsidies for eastern Montana communities. (7.80)
11. Improving passenger rail service. (7.89)

Exhibit II-4 shows how many public meeting survey respondents agreed that MDT has been successful in addressing transportation priorities for the state.

Exhibit II-4: Public Meeting Agreement with MDT's Success

	Number	Percentage ¹
Strongly agree	6	7%
Agree	39	45%
Agree somewhat	38	44%
Disagree	4	5%
Strongly disagree	0	0%
Total	87	—

¹Percentage may not total 100 due to rounding.

Exhibit II-5 shows how many public meeting participants agreed that economic development should be a major issue area for the *TranPlan 21* update.

**Exhibit II-5: Public Meeting Agreement with Including
Economic Development in the *TranPlan 21 Update***

	Number	Percentage ¹
Strongly agree	27	30%
Agree	41	45%
Agree somewhat	21	23%
Disagree	1	1%
Strongly disagree	1	1%
Total	91	—

¹Percentage may not total 100 due to rounding.

III. Transportation Stakeholder Mail-in Survey



A. Introduction and Approach

MDT mailed the same survey questionnaire that was distributed at the public meetings to the more than 6,000 Montana transportation stakeholders that currently receive *Newsline*, the Department's transportation planning newsletter. The mail-in surveys were used to reach a larger audience than the public meetings and to reach those who were unable to attend a public meeting.

The first three survey questions asked general questions about MDT's direction and success in addressing the State's priorities. Questions 4 through 10 gauged respondents' support for current *TranPlan 21* goals and actions. The survey includes both multiple-choice and open-ended questions. Appendix B contains the survey questionnaire. Four hundred twenty completed surveys were mailed in to MDT.

B. Issues Identified

Responses to the mail-in surveys were consistent with those from the public meetings. Responses to questions on MDT's direction indicated that:

- Almost 90 percent of survey respondents agreed with MDT's overall policy direction for roadway system performance: preserve and maintain the system, then make safety improvements, then expand capacity.
- Survey respondents would distribute resources in the same priority as MDT does currently: first preservation, then safety, then expansion.
- Like public meeting participants, mail-in survey respondents ranked preserving and maintaining the current infrastructure and enhancing safety the top transportation priorities.
- A slim majority of survey respondents believed MDT has been successful in addressing Montana's transportation priorities.
- Sixty-four percent of survey respondents thought economic development should be a major issue for the *TranPlan 21* Update. That percentage is significantly less than the 75 percent of the public meeting attendees who thought economic development should be a major update issue.

C. Results

Below are the results of the first section of the survey. The results for the second section of the survey are included in Appendix C.

Exhibit III-1 illustrates mail-in survey respondents' agreement with MDT's policy direction for roadway system performance. (First, preserve and maintain the existing system; second, make safety improvements; third, expand capacity in areas of growth and need.)

Exhibit III-1: Mail-in Respondent Agreement with MDT's Policy Direction

	Number	Percentage ¹
Strongly agree	138	37%
Agree	189	51%
Agree somewhat	35	9%
Disagree	9	2%
Strongly disagree	2	1%
Total	373	—

¹Percentage may not total 100 due to rounding.

Exhibit II-2 illustrates the average distribution of resources mail-in survey respondents would devote to the three policy goals.

Exhibit III-2: Mail-in Respondent Average Desired Distribution of Resources

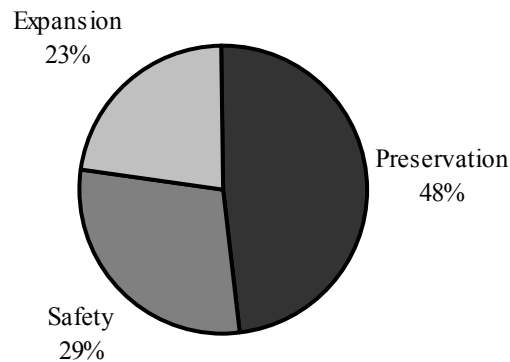


Exhibit III-3 shows how mail-in survey respondents ranked transportation priorities according to their relative importance in Montana. The average ranking is in parenthesis.

Exhibit III-3: Ranking of Mail-in Survey Respondent Transportation Priorities

1. Ensuring timely maintenance of highways. (3.08)
2. Preserving the current transportation infrastructure. (3.20)
3. Improving safety for vehicular traffic. (4.21)
4. Reducing traffic congestion on Montana's roads. (6.23)
5. Supporting and promoting economic development. (6.24)
6. Improving the efficiency of freight transportation. (6.41)
7. Supporting public transit systems. (6.69)
8. Improving bicycle and pedestrian safety. (7.05)
9. Improving passenger rail service. (7.33)
10. Improving bus service between Montana's cities. (7.44)
11. Preserving essential air service subsidies for eastern Montana communities. (7.70)

Exhibit III-4 shows how many mail-in survey respondents agreed that MDT has been successful in addressing transportation priorities for the State.

Exhibit III-4: Mail-in Respondent Agreement with MDT Success

	Number	Percentage ¹
Strongly agree	17	4%
Agree	208	51%
Agree somewhat	159	39%
Disagree	21	5%
Strongly disagree	3	1%
Total	408	—

¹Percentage may not total 100 due to rounding.

Exhibit III-5 shows how many public meeting participants agreed that economic development should be a major issue area for the *TranPlan 21* update.

**Exhibit III-5: Mail-in Respondent Agreement with Including
Economic Development in the *TranPlan 21* Update**

	Number	Percentage*
Strongly agree	93	23%
Agree	168	41%
Agree somewhat	106	26%
Disagree	40	10%
Strongly disagree	6	1%
Total	413	—

* Percentage may not total 100 due to rounding.

1. Responses to Open-Ended Questions

Responses to the open-ended questions reinforce the results to the multiple-choice questions. Below is a summary of responses, categorized by theme.

Safety

Safety was the primary transportation concern for most survey respondents. Specific areas of interest include:

- **Driver safety**

At-grade railroad crossings pose safety hazards for drivers. In addition, the number of vehicle/wildlife collisions needs to be reduced. Driver behavior that leads to accidents – cell phone usage, drunken driving, and road rage – needs to be modified through education and better enforcement of traffic laws.

- **Bicycle Safety**

Rumble strips, the absence of helmet laws for all ages, and insufficient shoulder widths pose safety problems for bikers. In addition, inadequate night clothing and lack of enforcement of bike traffic laws threaten the safety of both bikers and drivers.

- **Pedestrian Safety**

New developments generally are not pedestrian friendly. New, wide roads can barely be crossed even at walk lights.

- **Truck safety**

Truck speed limit enforcement is inconsistent. Drivers are concerned about the safety of double and triple rigs and hazardous material transportation.

Economic development

MDT should study the economic impacts and benefits of expanding two-lane roadways to four-lane roadways. MDT should also examine ways to accommodate tourism, especially in light of the expected visitors for the Lewis & Clark Bicentennial. There is sentiment that tourists do not pay their fair share without a state sales tax.

Funding

Federal and state money should not be used to provide road access to new development. Developers and users should be responsible for those costs. However, providing authority to require developers to contribute to improvements that accommodate new traffic demands is difficult in rural areas.

Freight

Heavy freight should be hauled on railroads. This would reduce congestion, improve safety, and decrease the wear and tear large trucks inflict on Montana's roadways.

Level of service for truckers needs to be improved. Immediate needs include better hours for ports of entry and weigh stations.

The State should encourage competition in the rail freight sector. Removing the rail captive shipper status is the only way to lower rail freight rates.

Environment

MDT should invest in innovative road designs that reduce environmental impact of roads. Wildlife and fish movement under or over highways should be facilitated.

MDT should not allow projects to be halted because of environmental concerns. Doable projects should always be ready, so when a project cannot proceed another is ready to go, in order to spend dollars and time more efficiently.

Rest areas

Rest areas are a major concern. More services, such as phones, increased truck parking, greater cleanliness, and tourist information services are needed. In addition, rest areas should be in reasonably located and open, 24-hours, year-round.

Context sensitive design

More emphasis must be placed on how the roadway system fits in the local community. A cookie-cutter approach to design cannot be used. Roadway design should fully acknowledge and incorporate landscaping, bike, and pedestrian needs as integral elements.

IV. Statewide Telephone and Stakeholder Surveys



A. Introduction and Approach

TranPlan 21's biennial telephone surveys and mail-in stakeholder surveys have been incorporated into this document because they represent a broad prospective of transportation customers and the same surveys have been administered four times. The biennial surveys illustrate trends in public perception over time, which the one-time mail-in surveys and public meetings cannot show. This section summarizes the biennial surveys and issues arising from them.

B. Issues Identified

Issues identified from the biennial surveys were similar to those identified elsewhere. They included:

- Satisfaction with the transportation system.
- Dissatisfaction with rest areas and bus service.
- Desire for safety enhancements, roadway improvements (especially for city streets), and better bicycle and pedestrian facilities.
- Need for better communication from MDT.
- Interest in better commercial air service and rail transportation in the state.

C. 2001 *TranPlan 21* Telephone Survey

The *TranPlan 21 Public Involvement Telephone Survey* was first administered during the development of the 1995 plan, and it has been administered every two years since – 1997, 1999, and 2001. In order to track trends in public perception, the survey has been designed to remain comparable over the years.

The survey was administered from April 26, 2001 through June 4, 2001 and over 1,200 Montana adults were contacted, 937 (72%) participated in the survey. Respondents were asked to give their perceptions of the transportation system's condition, their views of possible actions to improve Montana's transportation system, and their opinions about the quality of services MDT delivers.

1. Summary of Results²

In 2001 Montanans were:

- Generally satisfied with the State's transportation system.
- Satisfied with the physical condition of the system components (except bus depots).
- Somewhat satisfied with the availability of various transportation services (except passenger rail service).

Montanans want more facilities, equipment, or services for:

- City streets.
- Major highways other than interstates.
- Rest areas.
- Pedestrian walkways.

Montanans viewed nearly all problems studies as small problems. The only problem viewed as moderately severe was rest area access.

Out of a list of 21 possible actions to improve Montana's transportation system, the highest priority actions are:

- Inform the public on transportation issues.
- Improve roads and streets.
- Keep up with current technology.
- Improve safety.
- Increase highway capacity due to growth.
- Year-round access to rest areas.

When compared to the previous telephone surveys done since 1994, the trends show:

- Overall system satisfaction is unchanged since 1994.
- Satisfaction with the physical condition of system components has increased relative to previous studies.
- Perceived system problems continue to be rated as small or medium problems.
- Possible system improvements remain rated as medium priorities.

Indications that warrant watching:

² Reprinted from Executive Summary of "2001 Public Involvement Telephone Survey." Multimodal Planning Bureau; Rail, Transit, and Planning Division. Montana Department of Transportation. December 2001.

- The seven-year decline in Montanans' satisfaction with the availability of out-of-State air travel appeared to level off in 2001; while satisfaction with two other services declined.
- Montanans in 2001 want improved rest area facilities, equipment, or services.
- The seven-year increase in the priority rating of promoting the availability of out-of-State air travel service has begun to level off.
- The 2001 priority rating of reducing traffic congestion declined slightly from its 1999 level.

Montanans' top priorities for MDT's role in economic development are:

- Improving commercial air service to Montana.
- Funding projects to boost business relocation to Montana.
- Maintaining or updating Montana's existing transportation system.

D. 2001 Transportation Stakeholder Survey

Like the *TranPlan 21 Public Involvement Telephone Survey*, the *TranPlan 21 Stakeholder Survey* was first administered during the development of the 1995 plan, and it has been administered every two years since – 1997, 1999, and 2001. In order to track trends in public perception, the survey has been designed to remain comparable over the years.

Between June 25, 2001 and July 13, 2001, 636 surveys were mailed to nine stakeholder groups:

- Bicycle/Pedestrian.
- Intermodal Freight.
- County Commissioners.
- Economic Development.
- Environmental.
- Mayors and Chief Executives of Cities and Towns.
- Passenger Transportation.
- Tribes.
- Urban/State and Federal Agencies.

The stakeholder survey has three parts: the general transportation questions from the *TranPlan 21 Telephone Survey*, questions on how to best support economic development, and customers service questions.

209 stakeholders participated in the survey, or 33 percent. Response rates varied among stakeholders, from 24 percent from the Bicycle/Pedestrian group to 46 percent from the County Commissioners and Passenger Transportation groups.

1. Summary of Results³

In 2001, MDT's stakeholder groups are:

- Generally satisfied with Montana's transportation system.
- Most satisfied with the interstate system.
- Least satisfied with passenger rail service.

Out of a list of twenty-one possible actions to improve Montana's transportation system, the highest priority actions for the stakeholders are:

- Improve other roads/streets.
- Provide year round access to rest areas.

The lowest priority action for the stakeholders is reduce single occupancy vehicle use.

When compared to the previous stakeholder surveys done since 1997:

- Satisfaction with the transportation system components has changed little.
- Overall satisfaction with Montana's transportation system has improved or stayed the same with the stakeholder groups, except for the bicycle/pedestrian and environmental groups, whose satisfaction decreased.
- Possible system improvement priorities remain the same as mostly medium priorities, except for 'minimize impacts on environment from construction' and 'ensure adequate bicycle facilities' which have dropped to a low priority rating.

The stakeholder groups' top priorities for possible actions for MDT involvement with economic development are:

- Maintain and modernize Montana's existing transportation system based on forecast needs.
- Work to improve commercial air service to Montana.

The stakeholder groups' bottom priority for MDT's role in economic development is:

- Redirect funds from statewide improvement efforts to expansion projects on specific corridors to attract economic development.

MDT's overall customer service and performance grades are in the C to B- range, slightly lower than the public's customer service grades in the *2001 Telephone Survey*.

³ Reprinted from Executive Summary of "2001 Transportation Stakeholders Survey." Multimodal Planning Bureau; Rail, Transit, and Planning Division. Montana Department of Transportation. December 2001.

V. Montana Department of Transportation Management



A. Introduction and Approach

Meetings were held with senior MDT managers and the Federal Highway Administration (FHWA) in order to identify statewide and departmental issues for the *TranPlan 21 2002 Update*. Managers interviewed included:

- Jim Currie, MDT Deputy Director
- Michael Duman, FHWA Assistant Division Administrator
- Mike Ferguson, MDT Aeronautics Division Director
- Linda Francis, MDT Director's Office
- Drew Livesay, MDT Motor Carrier Division Administrator
- Patricia Saindon, MDT Planning Division Administrator
- Gary Gilmore, MDT Chief Engineer

B. Issues Identified

Several topics about Montana's transportation system and the *TranPlan 21 2002 Update* were discussed. Such topics as

- **Economic development and ways to involve MDT**
- **Context sensitive design and public concerns**
- **Air service and maintenance of Essential Air Service (EAS)**
- **Motor carrier issues**

Discussion also involved *TranPlan 21* update topics including tying into the Department's business plan, assuring Department wide involvement, and communication/education of the plan update.

VI. Statewide Modal, Tourism, and Other Planning Activities



A. Introduction

Many recently completed and ongoing statewide planning resources contain significant transportation issues. Several plans were reviewed in order to incorporate those issues. Sources include:

- The 2000 Montana State Rail Plan Update.
- Perceptions of Highway Maintenance in Montana in 2000: the Results of a Telephone Survey.
- The Montana Aviation System Plan.
- Vision 2005 Task Force on Agriculture Final Report.
- The Montana Rest Area Plan.
- The 2003-2007 Travel and Tourism Industry Strategic Plan.

B. Issues Identified

Issues identified in planning documents included:

- Trends in the rail industry threaten the continued existence of rail lines and increase stress on the highway.
- The public continues to support expansion of passenger rail service, but such expansion is unlikely.
- Montanans' highway maintenance priorities have not changed much in the past few years; winter maintenance, striping, and maintenance of surface smoothness remain the top priorities.
- Pilots using the State's airports want better Statewide weather reporting capabilities, more reliable communication infrastructure, and improved service from U.S. Customs.
- Highway transportation regulations among neighboring states are inconsistent. Negotiating among states to standardize regulations should improve the hauling of Montana's agricultural products.
- Rest areas should be open year-round and 24-hours a day. They should be located closer together and have basic amenities. Former rest areas should be preserved as parking areas, especially for trucks.

- Transportation improvements can encourage tourism. Examples of tourism-enhancing transportation improvements include better directional signage, rest areas, passenger rail service, and air service. A scenic byway program could attract funding and encourage tourists to spend money in the State.

The remainder of this section summarizes the individual planning resources in more detail.

C. 2000 Montana State Rail Plan Update

The *2000 Montana State Rail Plan Update*, Montana's first rail plan update since 1993, reviews the State's role in rail planning; fulfills requirements to retain eligibility for federal rail funding; updates the description of the State's rail system; and examines the feasibility of new passenger rail service. The following are the conclusions and recommendations from the report:

- **A number of rail lines in the State are at risk of abandonment.**
Some rail lines in Montana are not carrying enough traffic to pay for their maintenance. The State should review these lines and determine whether actions should be taken to preserve them.
- **The proliferation of 110-car grain loading facilities impacts rail branch lines and highway maintenance expenditures.**
Grain dealers and railroads have been building 110-car loading facilities quickly in order to reduce their costs. The result of this consolidation will be more small elevators going out of business, more stress on the highway (and therefore greater maintenance costs), and the threat of abandonment for some rail branch lines. The State should analyze what actions should be taken in response to this movement.
- **There is strong public support for passenger rail service, but such service is only feasible with State subsidies.**
Although there is strong support for a passenger rail route through southern Montana, it would require continued public financing. The State should determine if Amtrak is interested in the service; however, Amtrak is currently facing the possibility of liquidation. The State should develop a plan in the event that Amtrak is liquidated.
- **Restructuring in the rail industry has led to decreased competition, but the State has acted to preserve some level of competition.**
The State has acted in the past in order to avoid a complete loss of competition in rail transport. It should continue its activism at the federal and state level on behalf of Montana citizens.

D. Perceptions of Highway Maintenance in Montana in 2000

This survey updates a 1998 survey on perceptions about the maintenance of interstate and state highways in Montana. Maintenance is divided into eight categories for the survey:

- Winter maintenance.
- Maintaining a smooth highway surface.
- Maintenance of roadsides.
- Maintenance of signs.
- Debris removal.
- Rest stop maintenance.
- Striping maintenance.
- Winter road conditions reports.

1,004 adult Montanans participated in the survey, rating the current state of the eight categories, ranking their importance, and assigning priorities for resource allocation. The report created a composite rating of the three survey questions and also noted trends between 1998 and 2000.

1. Current State of Maintenance Activities

Survey respondents were asked to rate each activity on a 1 to 4 scale where 1 is poor; 2 is fair; 3 is good; and 4 is excellent. The following table shows the ratings for each of the eight activities.

Activity	Rating
Signage	3.02
Winter roadway information	2.91
Winter maintenance	2.77
Roadside maintenance	2.71
Striping	2.70
Debris removal	2.65
Rest stop maintenance	2.58
Surface smoothness	2.44

2. Importance of Maintenance Activities

Respondents were asked how important each activity were to them on a 1 to 4 scale where 1 is not important; 2 is somewhat important; 3 is important; and 4 is very important. The following table illustrates the average importance given to the eight activities.

Activity	Importance
Winter Maintenance	3.58
Striping	3.46
Debris Removal	3.37
Surface Smoothness	3.29
Signage	3.28
Winter Roadway Information	3.22
Rest Stop Maintenance	3.07
Roadside Maintenance	3.01

3. Priority For Allocating MDT Resources

Respondents were asked to assign a priority for the allocation of MDT resources on a scale of 1 to 4 where 1 is low; 2 is medium; 3 is moderately high; and 4 is very high. The following table shows the average priority assigned to the eight activities.

Activity	Priority
Winter Maintenance	3.54
Striping	3.27
Winter Roadway Information	3.22
Surface Smoothness	3.12
Debris Removal	3.10
Rest Stop Maintenance	3.00
Signage	2.92
Roadside Maintenance	2.59

4. Composite Scores

A composite score was created to combine the rating, importance, and priority scores. The composite score indicates the level of attention and resources the respondents believe each activity should receive from MDT. According to composite scores, MDT

should devote attention to the maintenance activities in the following order: winter maintenance, striping, surface smoothness, debris removal, signage, winter road information, roadside maintenance, and rest stop maintenance.

5. Trends

The 2000 survey found the following statistically significant trends since 1998:

- **Ratings for debris removal, highway striping, and rest stop maintenance declined significantly since 1998.**

Ratings for debris removal decreased from 2.72 in 1998 to 2.64 in 2000. Ratings for highway striping decreased from 2.78 in 1998 to 2.70 in 2000. Ratings for rest stop maintenance decreased from 2.81 in 1998 to 2.58 in 2000.

- **Ratings for highway surfaces increased significantly since 1998.**

Ratings for highway surfaces increased from 2.31 in 1998 to 2.44 in 2000.

- **Perceived importance of debris removal increased significantly since 1998.**

The average perceived importance of debris removal increased from 3.31 in 1998 to 3.37 in 2000.

- **Perceived importance of winter roadway information and rest stop maintenance decreased significantly since 1998.**

The average perceived importance of winter roadway information decreased from 3.36 in 1998 to 3.22 in 2000. The average perceived importance of rest stop maintenance decreased from 3.20 in 1998 to 3.07 in 2000.

- **Priority levels for the allocation of MDT resources declined significantly for signage and winter roadway information.**

The average priority assigned to signage declined from 3.03 in 1998 to 2.92 in 2000. The average priority assigned to winter roadway information declined from 3.32 in 1998 to 3.22 in 2000.

- **Overall, Montanans' highway maintenance priorities have changed slightly since 1998.**

The following table shows that between 1998 and 2000, the only change in overall priorities is that Montanans think MDT should pay more attention to striping than surface smoothness.

1998 Composite Score (descending)	2000 Composite Score (descending)
Winter Maintenance	Winter Maintenance
Surface Smoothness	Striping

Striping	Surface Smoothness
Debris Removal	Debris Removal
Signage	Signage
Winter Road Information	Winter Road Information
Roadside Maintenance	Roadside Maintenance
Rest Stop Maintenance	Rest Stop Maintenance

E. Montana Aviation System Plan

In 1999, as part of the Montana Aviation System Plan update, public involvement was solicited from interested citizens. This input, as well as input from a technical advisory committee, was compiled in the Aviation System Plan update as “Study Topics of Present Concern.” Some of these issues are listed below.

- **Pilots are most concerned with Statewide weather reporting capabilities**

Collection and dissemination of weather information, including preflight weather, enroute weather, and approach weather conditions are the primary concern distilled from the public involvement and pilot surveys completed as part of the planning process. Installing more weather reporting stations and increasing weather reporting capabilities were also identified as pressing needs.

- **The State needs more reliable communications infrastructure for aircraft and airports**

Due to mountainous terrain impeding signals, Montana needs additional Remote Communications Outlets in several areas. In several Montana locations, aircraft are not able to communicate with the ground.

Remote airports often lack telephones. The inability of pilots to contact Flight Service prior to flying poses a safety concern.

- **Enhanced airport safety**

Maintenance of pavement, installation of fencing to prevent wildlife encroachment, mitigation of waterfowl, and improvement in air ambulance activity are important to enhancing safety at the State’s airports.

- **Unrestricted public use of recreational airports**

Montana Aeronautics Division may have the opportunity to buy liability insurance for recreational use air strips without having to actually own the airports. Liability concerns have led many public use strips to revert to private use only.

- **Improved quality of Customs Service**

Canadians are currently discouraged from flying into Montana due to the relatively poor quality of service from U.S. Customs. Conversely, the customs service for aviators entering Canada was praised by survey respondents.

F. Vision 2005 Task Force on Agriculture

The *2005 Task Force on Agriculture* was created by executive order in 1998. Composed of members of agricultural organizations, agricultural business representatives, bankers, and legislators, the Task Force met six times and developed objectives and action items to reach the goal of doubling the economic value of the State's agriculture by 2005. The following are transportation-related goals from the Task Force's Final Report: "Montanans Working for Montana."

- **Improve rail representation within State government**

Since many agricultural products are shipped by rail out of the State, competitive shipping costs are crucial to the State's producers. Montana must be represented in all major rail transportation issues.

- **Work with the Calgary Transportation Authority and Canadian Pacific for possible shipments of Montana commodities**

The team would work on developing alternative shipping routes. Additional routes would allow producers to choose the most cost-effective method. Currently, most producers rely on a single rail line.

- **Coordinate highway transportation regulations among neighboring states**

Truckers hauling agricultural products out of Montana must travel through many other western states. Efforts should be made to ensure that regulations, such as weight and length limits, are consistent among the states.

G. 1999 Montana Rest Area Plan

In December 1999, MDT released an update to the 1985 Long Range Rest Area Plan. The new plan inventoried rest area facilities to determine substandard conditions, necessary improvements, and required maintenance. It also surveyed rest area users to determine their opinions, needs, and expectations related to Montana rest areas as well as developed recommendations based on the inventory and survey.

The following are some of the issues identified in the plan.

- **Rest areas in some parts of Montana are too far apart**

According to national standards, the ideal spacing between rest areas, including major resting locations, should be approximately one hour of travel time. On many Montana routes, the distances are much farther than recommended. When taking into account seasonal closures of some rest areas, the average distance between rest areas increases.

- **Basic amenities should be provided at all rest areas**
Trashcans; telephones; weather, road, and traffic condition information; drinking fountains; and soap and hot water should be available at all new and refurbished rest areas.
- **Former rest areas should be preserved as parking areas**
To provide truckers and motorists a place to pull off the highway, parking areas should be preserved when rest areas are abandoned. Vault toilets should be provided in these parking areas where needed.
- **MDT should continue 24-hour a day operation at all rest areas Statewide**
Around-the-clock operation of rest areas is important from a safety standpoint; operator fatigue is more likely to be an issue at night when some state rest areas are currently closed. Both rest area users and other states mentioned 24-hour rest area operation as important.
- **Rest areas should be open year-round**
Existing rest area sites that are currently closed during the winter season should be gradually upgraded to allow for year-round use and should remain open year-round as resources allow. New rest area construction should be designed to allow for year-round use and should remain open year-round as resources allow.

H. 2003-2007 Tourism & Recreation Industry Strategic Plan

In October 2001, Montana's Tourism & Recreation Industry began the planning process for its 2003-2007 Strategic Plan. Like the *TranPlan 21* update process, Montana's Tourism & Recreation Industry used public meetings across the State to identify issues important to the State's residents. Nearly 400 Montanans participated in eight public meetings for the strategic plan. Below is a summary of the date, location, and estimated attendance at the public meetings.

Montana Tourism & Recreation Industry Public Meetings

Date	Location	Estimated Attendance
October 23, 2001	Kalispell	75-80
October 24, 2001	Missoula	55-60
October 25, 2001	Great Falls	30-35
November 4, 2001	Billings	35-40
November 5, 2001	Miles City	40
November 6, 2001	Glasgow	30
November 7, 2001	Bozeman	45-50
November 8, 2001	Butte	60-65

Transportation-related input received at tourism public meetings is listed below.

- **Air service**

Airline competition should be promoted. Airfares are too expensive.

Service from existing carriers should be improved.

More air service should be available.

Charter flights into Montana should be encouraged.

- **Passenger rail service**

The Southern Montana Amtrak route should be restored.

Amtrak loop tours should be expanded.

North-south rail transportation should be available.

- **Rest areas**

More rest areas should be provided.

Rest areas need to be open year-round.

More facilities, including visitor information kiosks and Internet access, should be provided at rest areas. MDT regulations should be changed to allow more commerce at Visitor Information Centers.

Rest areas should be better maintained. Cleanliness is often an issue.

- **Signage**

Better directional signage should be provided. Current signage is not effective at drawing people off the highways and into Montana's communities and businesses.

MDT policies should be relaxed in order to help rural areas install better highway signs.

Two communities, Kalispell and Missoula, think there is currently “sign clutter.”

- **Scenic Byways/Tribal Byways**

Montana should have a scenic byway program. The program could bring funding and promote Montana’s uniqueness.

- **Funding**

Funds are lacking for Visitor Information Centers, as well as basic services, such as Emergency Medical Service and search and rescue.

Appendix A: Survey Questionnaire



The following pages contain the survey distributed at public meetings and mailed to over 6,000 Montanans.



Please take a few minutes to complete this survey. Your opinion counts – the results of this survey will be used to identify issues for the 2002 TranPlan 21 Update.

If you would like to be added to the TranPlan 21 Update mailing list, please provide your contact information below

Name: _____

Mailing Address: _____

Email: _____

Do you prefer to be contacted by mail or email? _____

1.0 MDT's policy direction for roadway system performance is to:

First, preserve and maintain the existing system. (**NOTE:** *This includes reconstruction*)

Second, make safety improvements. (**NOTE:** *Projects that preserve the existing system also usually include safety improvements.*)

Third, expand capacity in areas of growth and need.

Do you agree with this overall
policy direction? (circle one)

**Strongly
Agree**

Agree

**Agree
Somewhat**

Disagree

**Strongly
Disagree**

1.1 What relative distribution of resources would you like MDT to employ for Montana roadways?

Preservation = ____%

Safety = ____%

Expansion = ____%

Total = 100%

2.0 Please rank the following transportation priorities (from 1 through 11) according to their relative importance in Montana:

☐

Improving the efficiency of freight transportation

☐

Ensuring timely maintenance of highways; e.g., snowplowing and pothole patching

☐

Preserving the current transportation infrastructure

☐

Supporting public transit systems

☐

Reducing traffic congestion on Montana's roads

☐

Improving bicycle and pedestrian safety

☐

Supporting and promoting economic development

☐

Improving safety for vehicular traffic

☐

Preserving essential air service subsidies for eastern Montana communities

☐

Improving bus service between Montana's cities

☐

Improving passenger rail service

3.0 Preliminary work indicates that MDT has been successful in addressing Montana's transportation priorities.

Do you agree that MDT has been successful? (circle one)

Strongly Agree

Agree

Agree Somewhat

Disagree

Strongly Disagree

3.1 Preliminary work indicates that a major issue for the TranPlan 21 Update is to explore ways Montana's transportation system and policies can better contribute to efforts to improve Montana's economy.

Do you agree that the economy should be a major issue area for the Update? (circle one)

Strongly Agree

Agree

Agree Somewhat

Disagree

Strongly Disagree

3.2 What other transportation issues should we address in the TranPlan 21 update?

Issue:

Issue:

4.0 Beyond the overall priorities, TranPlan 21 sets MDT's policy direction in seven key areas. Under each area, TranPlan 21 establishes several goals. The following questions will solicit your feelings about the importance of some these policy directions and goals. For more information about the TranPlan 21 goals and actions refer to the *TranPlan21 Overview* or the *TranPlan 21 Annual Report*.

4.1 How important are the following TranPlan 21 economic development goals?

Promote access for Montana's businesses to regional, national, and international markets. (circle one)

Very Important

Important

Somewhat Important

Not Important

No Opinion

Incorporate state and local economic development policies, plans, and priorities into transportation planning and project selection. (circle one)

Very Important

Important

Somewhat Important

Not Important

No Opinion

Use transportation planning and programming to promote tourism. (circle one)

Very Important

Important

Somewhat Important

Not Important

No Opinion

4.2 What other economic development issues should we address in the TranPlan 21 Update?

Issue:

Issue:

5.0 How important is it to address freight mobility in the TranPlan21 Update?

Freight mobility. (circle one)	Very Important	Important	Somewhat Important	Not Important	No Opinion
--------------------------------	-----------------------	------------------	---------------------------	----------------------	-------------------

5.1 How important are the following TranPlan 21 freight mobility goals?

Ensure efficient highway freight mobility. (circle one)	Very Important	Important	Somewhat Important	Not Important	No Opinion
---	-----------------------	------------------	---------------------------	----------------------	-------------------

Ensure a balanced freight system through preservation of the existing rail and air transportation system. (circle one)	Very Important	Important	Somewhat Important	Not Important	No Opinion
--	-----------------------	------------------	---------------------------	----------------------	-------------------

Improve intermodal connectivity by increasing the use of intermodal freight facilities. (circle one)	Very Important	Important	Somewhat Important	Not Important	No Opinion
--	-----------------------	------------------	---------------------------	----------------------	-------------------

5.2 What other freight mobility issues should we address in the TranPlan 21 Update?

Issue:

.....

Issue:

.....

6.0 How important is it to address roadway system performance in the TranPlan 21 Update?

Roadway system performance. (circle one)	Very Important	Important	Somewhat Important	Not Important	No Opinion
--	-----------------------	------------------	---------------------------	----------------------	-------------------

6.1 How important are the following roadway system performance goals?

Enhance the multimodal role of the roadway system. (circle one)	Very Important	Important	Somewhat Important	Not Important	No Opinion
---	-----------------------	------------------	---------------------------	----------------------	-------------------

Use intelligent transportation systems applications to improve safety and capacity. (circle one)	Very Important	Important	Somewhat Important	Not Important	No Opinion
--	-----------------------	------------------	---------------------------	----------------------	-------------------

6.2 What other roadway system performance issues should we address in the TranPlan 21 Update?

Issue:

.....

Issue:

.....

7.0 How important is it to address land use planning and access management in the TranPlan 21 Update?

Land use planning and access management. (circle one)	Very Important	Important	Somewhat Important	Not Important	No Opinion
---	-----------------------	------------------	---------------------------	----------------------	-------------------

7.1 How important are the following access management and land use planning goals?

Manage traffic at the corridor level to provide safe access to development while conserving highway capacity and speed. (circle one)	Very Important	Important	Somewhat Important	Not Important	No Opinion
--	-----------------------	------------------	---------------------------	----------------------	-------------------

Provide authority to enable local jurisdictions and MDT to require developers to contribute to improvements that accommodate new traffic demands. (circle one)	Very Important	Important	Somewhat Important	Not Important	No Opinion
--	-----------------------	------------------	---------------------------	----------------------	-------------------

7.2 What other access management and land use planning issues should we address in the TranPlan 21 Update?

Issue:

Issue:

8.0 How important is it to address public transportation in the TranPlan 21 Update?

Public transportation. (circle one)	Very Important	Important	Somewhat Important	Not Important	No Opinion
-------------------------------------	-----------------------	------------------	---------------------------	----------------------	-------------------

8.1 How important are the following public transportation goals?

Promote and support increased use of public transportation systems. (circle one)	Very Important	Important	Somewhat Important	Not Important	No Opinion
--	-----------------------	------------------	---------------------------	----------------------	-------------------

Work to improve service to social service passengers and the transportation disadvantaged. (circle one)	Very Important	Important	Somewhat Important	Not Important	No Opinion
---	-----------------------	------------------	---------------------------	----------------------	-------------------

Identify and implement transportation demand management actions that will work in Montana. (circle one)	Very Important	Important	Somewhat Important	Not Important	No Opinion
---	-----------------------	------------------	---------------------------	----------------------	-------------------

8.2 What other public transportation issues should we address in the TranPlan 21 Update?

Issue:

.....
Issue:
.....
.....

9.0 How important is it to address bicycle and pedestrian transportation in the TranPlan 21 Update?

Bicycle and pedestrian transportation. (circle one)

**Very
Important**

Important

**Somewhat
Important**

**Not
Important**

No Opinion

9.1 How important are the following bicycle and pedestrian transportation goals?

Improve bicycle and pedestrian facilities in Montana through incorporation in planned highway projects. (circle one)

**Very
Important**

Important

**Somewhat
Important**

**Not
Important**

No Opinion

Identify the most significant bicycle and pedestrian routes as the basis for planning and system improvement decisions. (circle one)

**Very
Important**

Important

**Somewhat
Important**

**Not
Important**

No Opinion

9.2 What other bicycle and pedestrian transportation issues should we address in the TranPlan 21 Update?

Issue:
.....
.....

Issue:
.....
.....

10.0 How important is it that the TranPlan 21 Update address transportation safety issues before all other issues?

Do you agree that the TranPlan 21 Update should address transportation safety issues before all other issues? (circle one)

**Strongly
Agree**

Agree

**Agree
Somewhat**

Disagree

**Strongly
Disagree**

11.0 What other issues should MDT address in the TranPlan 21 update?

Issue:
.....
.....

Issue:
.....
.....

Please enclose your survey in the attached postage-paid envelope and drop in it the mail.

Thank you for helping to shape Montana's transportation future!

Appendix B: Survey Results



Attendees from both the open houses and the stakeholder focus groups were asked to complete a written survey before they left the meeting. In addition, over 6,000 survey questionnaires were mailed to recipients of MDT's planning division newsletter. The survey includes both multiple-choice and open-ended questions.

The first three survey questions asked general questions about MDT's direction and success in addressing the state's priorities. Summaries of the responses to those questions can be found in Sections II and III. Questions 4 through 10 asked respondents to rate the importance of current *TranPlan 21* goals and actions. The result was that a wide majority of Montanans found most of the current goals and actions important or very important. The only goal that received less than 50 percent importance was addressing bicycle and pedestrian transportation in the plan update. Written comments indicate that many respondents felt that bicycle and pedestrian issues are not a statewide issue, but rather, they are an urban issue.

Below are the survey question pertaining to a *TranPlan 21*'s current goals and actions and a summary of the responses from public meeting and mail-in survey respondents.

4.1 How important are the following *TranPlan 21* economic development goals?

Promote access for Montana's businesses to regional, national, and international markets.

	Public Meetings		Mail-ins	
	Number	Percentage ¹	Number	Percentage ¹
Very important	36	39%	133	32%
Important	45	49%	175	43%
Somewhat important	10	11%	77	19%
Not important	1	1%	24	6%
No opinion	0	0%	2	0%
Total	92	—	411	—

¹Percentage may not total 100 due to rounding.

Incorporate state and local economic development policies, plans, and priorities into transportation planning and project selection.

	Public Meetings		Mail-ins	
	Number	Percentage¹	Number	Percentage¹
Very important	35	38%	131	32%
Important	42	46%	178	43%
Somewhat important	14	15%	80	19%
Not important	1	1%	22	5%
No opinion	0	0%	0	0%
Total	92	—	411	—

¹Percentage may not total 100 due to rounding.

Use transportation planning and programming to promote tourism.

	Public Meetings		Mail-ins	
	Number	Percentage¹	Number	Percentage¹
Very important	22	24%	78	19%
Important	39	43%	182	44%
Somewhat important	24	26%	108	26%
Not important	6	7%	44	11%
No opinion	0	0%	1	0%
Total	91	—	413	—

¹Percentage may not total 100 due to rounding.

5.0 How important is it to address freight mobility in the *TranPlan 21* Update?

	Public Meetings		Mail-ins	
	Number	Percentage¹	Number	Percentage¹
Very important	20	24%	93	24%
Important	47	56%	193	50%
Somewhat important	15	18%	79	20%
Not important	1	1%	16	4%
No opinion	0	0%	6	2%
Total	83	—	387	—

¹Percentage may not total 100 due to rounding.

5.1 How important are the following *TranPlan 21* freight mobility goals?

Ensure efficient highway freight mobility.

	Public Meetings		Mail-ins	
	Number	Percentage ¹	Number	Percentage ¹
Very important	20	22%	99	24%
Important	55	60%	199	49%
Somewhat important	17	18%	93	23%
Not important	0	0%	15	4%
No opinion	0	0%	4	1%
Total	92	—	410	—

¹Percentage may not total 100 due to rounding.

Ensure a balanced freight system through preservation of the existing rail and air transportation system.

	Public Meetings		Mail-ins	
	Number	Percentage ¹	Number	Percentage ¹
Very important	23	25%	138	34%
Important	56	61%	195	48%
Somewhat important	11	12%	65	16%
Not important	2	2%	7	2%
No opinion	0	0%	4	1%
Total	92	—	409	—

¹Percentage may not total 100 due to rounding.

Improve intermodal connectivity by increasing the use of intermodal freight facilities.

	Public Meetings		Mail-ins	
	Number	Percentage ¹	Number	Percentage ¹
Very important	15	17%	74	19%
Important	52	58%	198	50%
Somewhat important	21	23%	96	24%
Not important	0	0%	12	3%
No opinion	2	2%	18	5%
Total	90	—	398	—

¹Percentage may not total 100 due to rounding.

6.0 How important is it to address roadway system performance in the *TranPlan 21* Update?

	Public Meetings		Mail-ins	
	Number	Percentage ¹	Number	Percentage ¹
Very important	30	36%	142	36%
Important	48	57%	185	47%
Somewhat important	3	4%	58	15%
Not important	0	0%	4	1%
No opinion	3	4%	7	2%
Total	84	—	396	—

¹Percentage may not total 100 due to rounding.

6.1 How important are the following roadway system performance goals?

Enhance the multimodal role of the roadway system.

	Public Meetings		Mail-ins	
	Number	Percentage ¹	Number	Percentage ¹
Very important	23	26%	83	21%
Important	54	61%	219	55%
Somewhat important	11	13%	71	18%
Not important	0	0%	9	2%
No opinion	0	0%	19	5%
Total	88	—	401	—

¹Percentage may not total 100 due to rounding.

Use intelligent transportation systems applications to improve safety and capacity.

	Public Meetings		Mail-ins	
	Number	Percentage ¹	Number	Percentage ¹
Very important	34	38%	132	33%
Important	37	42%	175	44%
Somewhat important	13	15%	70	17%
Not important	4	4%	8	2%
No opinion	1	1%	16	4%
Total	89	—	401	—

¹Percentage may not total 100 due to rounding.

7.0 How important is it to address land use planning and access management in the TranPlan 21 Update?

	Public Meetings		Mail-ins	
	Number	Percentage ¹	Number	Percentage ¹
Very important	39	44%	155	40%
Important	31	35%	149	38%
Somewhat important	15	17%	73	19%
Not important	3	3%	10	3%
No opinion	0	0%	5	1%
Total	88	—	392	—

¹Percentage may not total 100 due to rounding.

7.1 How important are the following access management and land use planning goals?

Manage traffic at the corridor level to provide safe access to development while conserving highway capacity and speed.

	Public Meetings		Mail-ins	
	Number	Percentage ¹	Number	Percentage ¹
Very important	30	33%	120	30%
Important	45	49%	229	57%
Somewhat important	15	16%	43	11%
Not important	1	1%	10	2%
No opinion	0	0%	2	0%
Total	91	—	404	—

¹Percentage may not total 100 due to rounding.

Provide authority to enable local jurisdictions and MDT to require developers to contribute to improvement that accommodate new traffic demands.

	Public Meetings		Mail-ins	
	Number	Percentage ¹	Number	Percentage ¹
Very important	42	46%	211	52%
Important	37	41%	130	32%
Somewhat important	12	13%	47	12%
Not important	0	0%	18	4%
No opinion	0	0%	2	0%
Total	91	—	408	—

¹Percentage may not total 100 due to rounding.

8.0 How important is it to address public transportation in the *TranPlan 21* Update?

	Public Meetings		Mail-ins	
	Number	Percentage ¹	Number	Percentage ¹
Very important	31	38%	139	36%
Important	25	30%	130	34%
Somewhat important	23	28%	104	27%
Not important	2	2%	14	4%
No opinion	1	1%	1	0%
Total	82	—	388	—

¹Percentage may not total 100 due to rounding.

8.1 How important are the following public transportation goals?

Promote and support increased use of public transportation systems.

	Public Meetings		Mail-ins	
	Number	Percentage ¹	Number	Percentage ¹
Very important	23	27%	122	30%
Important	27	31%	145	35%
Somewhat important	31	36%	120	29%
Not important	4	5%	22	5%
No opinion	1	1%	1	0%
Total	86	—	410	—

¹Percentage may not total 100 due to rounding.

Work to improve service to social service passengers and the transportation disadvantaged.

	Public Meetings		Mail-ins	
	Number	Percentage ¹	Number	Percentage ¹
Very important	22	26%	104	25%
Important	31	36%	159	39%
Somewhat important	26	30%	122	30%
Not important	6	7%	24	6%
No opinion	1	1%	3	1%
Total	86	—	412	—

¹Percentage may not total 100 due to rounding.

Identify and implement transportation demand management actions that will work in Montana.

	Public Meetings		Mail-ins	
	Number	Percentage¹	Number	Percentage¹
Very important	26	30%	120	30%
Important	34	39%	178	44%
Somewhat important	25	29%	87	22%
Not important	1	1%	9	2%
No opinion	1	1%	10	2%
Total	87	—	404	—

¹Percentage may not total 100 due to rounding.

9.0 How important is it to address bicycle and pedestrian transportation in the TranPlan 21 Update?

	Public Meetings		Mail-ins	
	Number	Percentage¹	Number	Percentage¹
Very important	17	20%	127	31%
Important	24	28%	85	21%
Somewhat important	34	40%	132	33%
Not important	9	10%	58	14%
No opinion	1	1%	4	1%
Total	85	—	406	—

¹Percentage may not total 100 due to rounding.

9.1 How important are the following bicycle and pedestrian transportation goals?

Improve bicycle and pedestrian facilities in Montana through incorporation in planned highway projects.

	Public Meetings		Mail-ins	
	Number	Percentage¹	Number	Percentage¹
Very important	16	18%	142	35%
Important	31	34%	83	20%
Somewhat important	31	34%	117	29%
Not important	9	10%	63	15%
No opinion	0	0%	5	1%
Total	87	—	410	—

¹Percentage may not total 100 due to rounding.

Identify the most significant bicycle and pedestrian routes as the basis for planning and system improvement decisions.

	Public Meetings		Mail-ins	
	Number	Percentage ¹	Number	Percentage ¹
Very important	16	18%	133	33%
Important	27	30%	111	27%
Somewhat important	32	36%	101	25%
Not important	11	12%	59	14%
No opinion	0	0%	5	1%
Total	86	—	409	—

¹Percentage may not total 100 due to rounding.

10.0 How important is it that the *TranPlan 21* Update address transportation safety issues before all other issues?

	Public Meetings		Mail-ins	
	Number	Percentage ¹	Number	Percentage ¹
Very important	40	45%	118	29%
Important	28	32%	124	30%
Somewhat important	14	16%	116	28%
Not important	6	7%	49	12%
No opinion	0	0%	1	0%
Total	88	—	408	—

¹Percentage may not total 100 due to rounding.

Appendix C: Other Input Opportunities



MDT provided a toll-free hotline, a mailing address, and an e-mail address for those interested in sending correspondence with their comments on the *TranPlan 21* update. This section lists input received through calls, letters, and e-mail.

A. Telephone Calls

- **Jackie Corday, no city given.**

Wildlife mitigation should have been included on the *TranPlan 21* update mail-in survey.

B. Letters

- **Michele Hand, Missoula.**

402A funds should be applied to motorcycle safety.

- **Maxine Gollehon, Conrad.**

Conrad is in need of a new off ramp at the existing north exit. Longer and more frequent trains use the rail line at the exit, causing waits of up to 30 minutes. This is not just a problem for people getting to work, it poses a safety problem by tying up ambulances and police.

- **Roger Schmidt, Baker.**

Developing Highway 323 would increase freight traffic and jobs for Eastern Montana. Highway 323 would also help tourism, acting as a bridge between attractions in Wyoming and South Dakota. Finally, a new gas line is expected to parallel the highway. Completing the highway will reduce the shipping miles for pipeline material coming from Colorado, Oklahoma, and Texas.

C. E-mail

- **Marge Samsøe, no city given.**

Rumble strips are not only uncomfortable, they are dangerous for cyclists.

- **Rod Miner, Darby**

Improvements to existing roadways should take into account space for both bicycles and human-powered vehicles (HPVs).

TranPlan 21-2002 Update

Public and Stakeholder Issue Identification

Stage II

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I. Stage II Introduction



The Stage II public involvement process obtained feedback on draft policy papers for the *TranPlan 21 2002 Update*. A series of open houses and stakeholder focus groups were held in Glasgow, Billings, Kalispell, Great Falls, and Belgrade in June 2002. In addition, a Montana Educational Telecommunications Network (METNET) videoconference was held in Helena with broadcasts to Butte, Havre, Miles City, and Missoula. Meetings were also scheduled with tribal governments in Montana. In addition, input was collected through *Newsline*, the Rail, Transit, and Planning Division newsletter and surveys, letters, and e-mails from meeting attendees.

A. Process

The *TranPlan 21 2002 Update* process was designed to enable MDT to obtain customer input regarding draft policies and implementing actions in the policy papers. The Steering Committee process involved consideration of these comments and the documentation of the reasons for the disposition of the comments.

The approach to soliciting feedback on the draft policy papers included extensive public and stakeholder involvement with emphasis on involving local elected officials. The approach was designed to maximize the opportunities for input from transportation users and providers from across the State.

Public input was solicited in a variety of way including:

- Sending policy paper drafts to all Montana libraries with a cover letter indicating how customers could provide feedback.
- Posting the policy papers on the MDT website with a feedback mechanism.
- Mailing postcards to the *Newsline* mailing list informing recipients that the policy papers were available and how to get copies.
- Forwarding the draft policy papers to people that specifically requested them.
- Advertising in the eleven Montana daily newspapers informing readers that the policy papers were available and explaining how to get copies.
- Distributing press releases informing people that the draft policy papers were available and how to get copies.

1. Public Open Houses and Stakeholder Focus Groups

As with the Stage I public involvement process, open houses and stakeholder focus groups were held in each MDT district. Meetings were held in Glasgow, Billings, Kalispell, Great Falls, and Belgrade. The open houses were held

between 5:30 and 7:30 p.m., while the stakeholder focus group meetings were held earlier in the afternoon that same day. These meetings were used to obtain input on the Economic Development, Traveler Safety, Bicycle and Pedestrian, and Passenger Transportation draft policy papers.

2. Videoconference

A videoconference was held with the broadcast originating in Helena and involving participants from Butte, Havre, Missoula, and Miles City to obtain input on the Economic Development, Traveler Safety, Bicycle and Pedestrian, and Passenger Transportation policy papers.

3. Tribal Involvement

Tribal government leaders and transportation planners received special invitations to attend both stakeholder meetings and open houses. In addition, meetings were scheduled with tribal planners. Draft policy papers were mailed to each of the tribal planners, TERO officers, and council chairpersons requesting input and comment.

B. Results

Most of the involvement at the Stage II public meetings consisted of questions about the policy goals and actions, rather than suggestions for amendments. The following table illustrates input provided to date, and our recommendations for addressing it.

Input	Recommended Disposition
Economic Development	
MDT should recognize that a modern, well-maintained, safe system is important for economic development in addition to addressing bottlenecks.	Emphasize the importance of economic development in the Economic Development Policy Paper.

Input	Recommended Disposition
Economic Development (continued)	
<p>The following goals should be added:</p> <ul style="list-style-type: none"> • Highways should not bypass towns that want to survive. • MDT should create trade corridors (North-South, East-West). • Coordinate planning with other states to achieve a geographic balance. 	<p>Already addressed in the Economic Development Policy Paper.</p>
<p>MDT should consider four-lane highways as opposed to interstate highways.</p>	<p>Already addressed in the Economic Development Policy Paper.</p>
<p>Ferry service is critical for crossing the Missouri River in very rural areas. Without continued federal and state support, the ferries might cease operating.</p>	<p>Amend the Economic Development Policy Paper to mention the importance of the ferries.</p>
<p>The rationale for Policy Goal C (p. 41) should be amended. The important issue is not that transportation demand arises from economic activity, but that the level of transportation investment can prohibit or inhibit economic activity.</p>	<p>Already addressed in Economic Development Policy Paper.</p>
Traveler Safety	
<p>Action A6 should include the date for the Rest Area Plan.</p>	<p>Add the date (1999).</p>
<p>The paper should acknowledge that a majority of the non-fatal accidents on the reservations go unreported. When accidents are reported, they are reported to either the Bureau of Indian Affairs or the local authorities. Because of this, accident statistics may not be factored into the statewide totals. (There may be other caveats about accident statistics worth reporting as well.)</p>	<p>Add caveats about accident statistics.</p>
<p>Action B-1 should address motorcycle safety.</p>	<p>Make the change.</p>
<p>Action B1 should acknowledge ongoing inter-agency efforts. It should read, “Establish <i>and maintain</i> high-level statewide inter-agency...” Similarly, Action B2 should read, “Provide leadership <i>and support</i> to implement...”</p>	<p>Make the changes.</p>

Input	Recommended Disposition
Bicycle and Pedestrian Safety	
Policy Goal B should be amended to read, “to account for urban, rural, regional, and <i>cultural</i> differences in current and future use.” For some tribal cultures (particularly the Northern Cheyenne) walking long distances is a way of life.	Make the change.
Page 3 lists only urban area bicycle and pedestrian use. Havre is not listed, even though it is a college town.	Include information on rural communities and Havre if the data is available.
Page 5 mentions funding sources for bike and pedestrian facilities. However, it should be noted that NHS and STP money could be used for these facilities, not just CMAQ and CTEP funds.	Make the changes.
Public Transportation	
The rural public transportation needs study should be mentioned in the policy paper and in the goals and actions by name.	Make the change.

Appendix A

Below is a listing of the written comments received concerning the *TranPlan 21 2002 Update*.

Name	Affiliation
Jan Brunk	Glacier Cyclery, Adventure Cycling
Jackie Corday	
Tim Davis	Montana Smart Growth Coalition
Louis R. DeCarolus	National Highway Traffic Safety Administration
Marlene Disburg	Montana Transportation Partnership
Mayre Flowers	Citizens for a Better Flathead
Michelle Hand	
Ira Holt	
Craig Kenworthy	Greater Yellowstone Coalition
Deborah Kmon Davidson	American Wildlands
Karen Knudsen	Clark Fork Coalition
Mack Long	Montana Fish, Wildlife & Parks
James Olsen	US 93 Citizens Coalition for Responsible Planning
Paul Reichert	Downtown Helena Business Improvement District
Dal Smilie	American Motorcyclist Association
Judy Smith	Citizen Advocates for a Livable Missoula (CALM)